

THE RIO NEWS.

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VOL. XIV.

RIO DE JANEIRO, APRIL 5TH, 1887

NUMBER 10

OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua das Laranjeiras.
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Services in Portuguese every Sunday at 11 o'clock a.m.
and 7.30 o'clock p.m., and every Wednesday at 7.30
o'clock p.m. Sunday School at 10 o'clock a.m. English
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each month.
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p.m., every Wednesday. Sunday school at 4.30 p.m.
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carefully solicited. Communications should be addressed
to the Hon. Secretary—D. ROBERTS, Caixa do Correio, 75.

TRAVELLER'S DIRECTORY

RAILWAYS.

DOM PEDRO II.—Through Express: Train leaves Rio
at 5.15 a.m., and is divided at Belém into Central, and S. Paulo
branch: former arrives at Barra do Piraí 7.20, Entre Rios
9.49 and Lafayette (terminus) at 5.30 p.m. latter arrives at
Barra at 7.40 a.m. and Cachoeira, where passengers for S.
Paulo must change, at 11.53. From Entre Rios train leaves
at 9.55 a.m. arriving at Porto Novo da Cunha at 11.35.
Downward, train leaves Lafayette at 7.30 a.m. Cachoeira
(S. Paulo branch) 1.10 p.m. Porto Novo at 1.15. Entre Rios
3.07 arrive at Barra at 5.10 and 5.15 p.m. and Rio at 8 p.m.
Limited Express, leaves Rio at 7 a.m.; arrives at Barra
at 10.25; Entre Rios at 12.25 and Marinho Procopio (terminus)
at 6.58 p.m. S. Paulo branch leaves Barra at 1.30 and arrives
at Cachoeira at 6.55 p.m. From Entre Rios train leaves at
3.15 p.m. and arrives at Porto Novo at 6.05. Downward,
train leaves Marinho Procopio at 5.50 a.m. Cachoeira 6.45
and Porto Novo 6.35, arriving at Barra at 12.25 and 1.37 p.m.,
reach Rio at 5.10 p.m.
Mixed Trains, leave Rio at 8.35 and 9 a.m. 3.45 and
5 p.m. first goes to Entre Rios arriving at 8.03 p.m. second
and third to Barra arriving at 9.10 a.m. and 3.55 p.m. and
third to Belém arriving at 7.30. Downward, trains leave Barra
at 4.30 a.m. arriving at Barra 9.17 and Rio at 3.30 p.m.
leave Barra at 4 and 5.30 a.m.; arriving in Rio at 9.15 a.m. and
11.15 p.m. and leave Belém at 5.10 a.m. arriving in Rio at 7.50
p.m.
Night service: Train leaves Rio at 10 p.m. every Friday,
arriving at Barra at 12.30 and Porto Novo at 5 a.m. Downward,
train leaves Porto Novo at 10.50 p.m. every Monday,
arriving at Barra at 3.15 and Rio at 5.50 a.m.
S. PAULO AND RIO.—Train leaves Cachoeira at 12 m.
arriving at S. Paulo at 6.10 p.m. Downward, train leaves S.
Paulo at 6.45 a.m. and arrives at Cachoeira at 12.45 p.m.
where passengers change to the D. Pedro II line.
CANTAGALLO R.R.—Leaves Niterói (Sant'Anna)
6.30 a.m., arriving at Nova Friburgo 10.35; Cordeiro (1 hour
per trainway from Cantagallo) 12.48 and Alencão 1.48 p.m.
Return train leaves Alencão 10.05, Cordeiro 1.00 and Nova
Friburgo 1.08 p.m., arriving at Niterói 5.00 p.m. In
A ferry boat runs between Rio and Sant'Anna, connecting with
trains.
CORCOVADO R.R.—Trains leave the Station at Cosme
Vello, Laranjeiras, at 6.15, 10 and 12 a.m. and 2, 4
and 6 p.m. on Sundays and holidays; and at 8 and 12 a.m. and
at 4.30 and 8.30 p.m. on week-days.
PETROPOLIS STEAMERS AND R.R.—Steamers leave
Trapipe Munk at 4.15 p.m. week days and 7 a.m. Sundays
and holidays. Returning, trains leave Petropolis at 7.15 a.m.
week days, and 4 p.m. Sundays and holidays. Mixed
train: upward 12 m.; downward (from Petropolis) 12.15
p.m., week days only.

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Dr. W. J. Fairbairn; M. D. Edin; Surgeon and
Physician. Office: Rua 1.º de Março, No. 99, from 11 to
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RIO DE JANEIRO

THE RIO NEWS

PUBLISHED TRIMONTHLY
for the mail packets of the 5th, 15th and 25th
of the month.

A. J. LAMOURÉUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, a summary of the daily office reports from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

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RIO DE JANEIRO, APRIL 5th, 1887.

The year specified for the registration of slaves under the law of 28th September, 1885, closed on the 30th ult., and the returns are now coming in. To the keen surprise of everybody, these returns show an extraordinary falling off from the registry of 1873 under the Rio Branco law, and it is a falling off which can not easily be explained at this moment. We know from official reports the number of slaves manumitted by the emancipation fund and by judicial sentence. We also know approximately the number of voluntary manumissions, for, as a rule, they are widely published throughout the country. And we also know from official sources the approximate number of deaths which have occurred since 1873. This last item of course depends upon the planter himself, who may or may not take the trouble to report the death of a slave, but as the rate reported is up to or above the average, it is not likely that any great part of this falling off will be ascribed to that cause. From the decrease thus officially reported from time to time, during the last ten or twelve years, it was estimated that the slave population to-day would not be very much under one million, but from the reports now coming in we doubt if one half that number has been registered. What, then, has become of this unaccounted-for difference? It can not be found in the official, judicial and voluntary emancipations and the reported number of deaths. Some of it may be found in the voluntary liberations not reported, but the eagerness with which every act of this character has been reported and published precludes any great number among the unreported. In this capital there were 47,252 slaves registered under the law of 1871, but up to the 30th ult. only 7,491 were presented for registration, and only 122 sexagenarians for special enrollment. In Barra Mansa the registry shows 7,926 slaves and 496 sexagenarians, against 17,880 in 1873. In Pirahy there are 6,038 slaves and 458 sexagenarians registered, against 12,387 in 1873. In the city of Bahia only 3,172 slaves and 87 sexagenarians are entered, against a registry of 16,918 in 1873. In São Paulo (city) the registry shows only 564 slaves and 8 sexagenarians, against 3,681 in 1873. In Campinas the figures are 9,986 slaves and 251 sexagenarians, against 14,028 on the old registry, while the municipality has since possessed over 20,000. In Porto Alegre, Rio Grande do Sul, only 58 slaves were

inscribed—and these should be liberated at once! In other places the decrease is not so great. It is possible that the slaveholders have been negligent in the matter and count upon an extension of time, while others may be absolutely indifferent. A satisfactory explanation is yet to be given.

THE recent spurt in our coffee market is but another proof of what we have sustained, that Rio must prepare to hold much larger stocks than has heretofore been the practice, and that consuming markets will be more and more disinclined to pile up large quantities of coffee when their necessities can be so rapidly and readily supplied from this. The recent movement here undoubtedly arose because our market was the cheapest at the moment, and as prices here have been advanced sharply, the demand may become less urgent and is, we think, likely to be more moderate pending another accumulation of stock and a consequent modification in prices. While advices from abroad are undoubtedly stimulating, we incline to believe that the movement in consuming markets has been purely speculative. There is no absolute explanation of the small average receipts in March. Opinions vary as interests are concerned; and unfavorable weather, or the absolute scarcity of the bean, are in turn ascribed as reasons for our small supply. We incline to believe that a third hypothesis might be added, viz.: that factors here have advised planters to restrict their shipments, pending the movement that has occurred in our market. Absolute scarcity as yet we do not credit, and either, or both, of the remaining reasons must be considered temporary. Unfavorable weather can not always continue, and the advance in prices here will modify the counsels of factors relative to shipments from the interior. Therefore we look to not more than a moderate business, until prices again reach such a range as will again attract the attention of consuming markets. There is very little said at present about the 1886-87 crop. A significant remark is made by a writer in our principal journal, in which he disclaims a belief in no crop, and estimates for 1886-87 one-half a crop, to be supplemented by the produce of new plantations in Minas, S. Paulo and Espírito Santo. Here is the very factor that leads to miscalculation in coffee crop estimates, and subsequent disappointment and loss. It matters very little to the consumer whether coffee be produced in the Parahyba valley, or in the provinces above mentioned, provided it be exposed for sale in the Rio market, and it would almost seem that some modification of the earliest crop estimates is possible. There is one feature in the trade that at no distant date is likely to be of importance. We allude to the increasing coffee shipments from the port of Victoria, Espírito Santo, to direct consuming markets. This coffee was formerly a part of the Rio crop, and its shipment direct will ultimately tell on our export figures. Whether an increase in the production of Minas and in such parts of S. Paulo as are tributary to Rio will suffice to meet the reduction in the supply of our market from Espírito Santo is a question that only time can solve. We may close our remarks by confessing that we see little probability of our supply for the six months, January-June, of this year, reaching 2,000,000 bags as we estimated it would in January last. We do not doubt that the coffee could be produced, but for this purpose so high a range of prices in our market would be requisite, upon which it seems to us injudicious to calculate, that we consider a modification in our estimate of the supply for the last half of the present crop necessary.

(Concluded from our last.)

A TRIP TO PETROPOLIS.

The short ride from the Alto da Serra to the Petropolis station is one of the most satisfactory experiences of the kind that I have ever known. In the first place the ascent of the *serra* has been safely accomplished and there is an unconscious muscular relaxation which enables one to squeeze back in the seat beside the other "sardine" with feelings of genuine satisfaction. In the second place, the purity and coolness of the atmosphere, compared with the stifling heat of the city and the low lands between Mauá and the *serra*, make one feel as though a new lease of life had been obtained. And so great is the change that a light overcoat is far from uncomfortable as one nears the summit. Particularly is this the case at the late hour at which the train arrives, when the chill of the evening air is already creeping down through the shaded mountain valleys. And in the third place, the scenery is beautiful enough to make one quite forget all the petty vexations and discomforts of the journey. I have seen prettier places and grander scenery, but these wooded hills and branching valleys, with a background of more distant mountains on either side, is exceedingly pleasing. Petropolis lies in a mountain pass, and a little below the Alto. The valley down through which we passed possesses first one street—the old turnpike—and then two. About half way to the station we strike a pretty mountain stream, and thereafter in absolute harmony with the place, we "go with the stream."

The Petropolis station is situated at the head of Rua do Imperador, not far from the palace grounds, and at the junction of the narrow Palatinate valley with the wider one in which the city is chiefly built. It is an uninteresting little structure with a gigantic sign painted across its gable end informing the doubting traveller that this is really and truly the "*Estação de Petropolis*." Why it was thought necessary to waste so much paint in informing the traveller that this is the "station," I can not imagine, for surely no one would make any mistake on that score. It has a long platform, partially covered, for the use of passengers and the residents of the city, a veiled copy of I presume, one of the antique busts in the British Museum, and a balcony in front where the band plays. As for our arrival, my dear Tom, I can give you no adequate description. It was an ovation! I first thought that we had some distinguished personage with us, but was told that there was no one above our distinguished selves on the train. "Then what is the cause of this demonstration?" I inquired. "Oh, that's the regular thing, you know; everybody comes out to see the train come in." Queer, isn't it? but that is actually the case! There seems to be so little life in Petropolis that going to the station to see the train arrive is the one exciting event of the day. Of course, wives and children come to meet the Rio business men who reside here, but that accounts for only a part of the waiting throng. Not only is the platform crowded, but the broad street in front of the station is filled with carriages. Formerly, I am told, everybody crowded upon the platform so that the poor traveller had real difficulty in getting through with his grip-sack without being rude and carrying away sundry pieces of fragile dress goods with him. Now, however, it is the fashion to go in your carriage and remain in it until the show is over. Who it is that leads the fashion I could not find out; but probably it is some impecunious *condessa*, or some ambitious maid of honor. Certainly it is not the good old Empress, who bothers herself just as little about such nonsense as does the Emperor himself.

The first thing after arrival, of course, is to get settled in a hotel and then get your dinner. Petropolis has a considerable number of hotels—the prominent ones being the Villa Richmond, Orleans, Bagança, Mills and Beresford—but their crowded condition during the season shows that there is still room for more. And in my opinion there is plenty of room for a genuine American hotel—not an English or French imitation, but the real article, including the manager, clerk and bartender. Let me give you a couple of experiences—I won't say they are mine—and you will know what I mean. Two tired travellers went to a Petropolis hotel one evening, with the intention of remaining some days. There was no one to receive them, no clerk, no office in sight.

Some ladies and children were at the entrance, and a little sitting-room one side of the door was filled with gossiping boarders. From all of these the two travellers had to undergo a thorough inspection, which in their tired, dusty and uncertain condition was anything but pleasant. Finally a boarder volunteered to ring a bell, and a waiter appeared. In response to a request for rooms, he hurried off to find the proprietor. After some ten or fifteen minutes that worthy individual was found and produced, and the disgusted travellers were taken to their rooms. It is needless to say that had this been an American hotel, these strangers would have been received, booked and provided with rooms without the slightest unnecessary delay. The second experience was in getting away. The train leaves at 7.15 in the morning, an hour too early for breakfast and too early also for anybody about the place but a few servants. Some travellers who had spent the Sunday in Petropolis, wished to return to Rio by this morning train. After bath, dressing and coffee they naturally asked for their bills. There was no proprietor nor clerk about, however, and the waiter knew nothing about such matters. Several of them were not down on the books at all. Finally, after waiting until the last moment, each handed the waiter what he thought the bill should be and then hurried off. Now, how is that for hotel-keeping? How long do you suppose a hotel on that system would last at Saratoga?

The city of Petropolis appears to be situated in a great basin in the mountains. Really it is a widening of the pass through which ran the old road to the interior, and a singular converging of a number of lateral valleys, which together make room enough for the building of a large city. It was formerly called Corrego Secco, and fifty years ago was as dry a place as one would care to see. Its proud position as the summer capital of Brazil, instead of Thereseopolis which a half century ago was the favorite resort of travellers and pleasure-seekers, is due to one of the freaks of the first Emperor, who, in making a trip up into Minas in 1822, was so pleased with the place that he bought the large estate of Corrego Secco where he proposed to build a summer residence. This plan he never carried out, and the property was inherited unimproved by the present Emperor. In 1843 it was proposed to found a German colony in the immediate neighborhood of the place where the present Emperor proposed to erect a palace, and two years after this design was carried into effect. About 2,300 colonists were established there, and, though more than forty years have elapsed, the German tongue is still spoken and the sons of the old colonists are now preparing to celebrate the 90th birthday anniversary of the German Emperor.

The imperial family visited Petropolis for the first time in 1847, stopping at the old *fazenda* house, now the Hotel Mills, from which it appears that the palace had not yet been built. In 1854 the Mauá railway to the foot of the mountains was finished and in 1856 the macadamized road up the *serra*—called the "Union and Industry"—was inaugurated. Since then the place has grown rapidly, particularly through the stimulus occasioned by the appearance of yellow fever in 1850. Just how large the place is at the present moment, no one but an inspired statistician can tell. There are so many hills and valleys, so many streets straggling off by themselves into erratic hut picturesque little valleys, that no one can tell at a glance how large the city is. My first impression was 3,000, which was afterwards raised to 5,000, for the fixed population, while the floating population ranges from 2,000 to 3,000. I am told, however—and I can not dispute the assertion—that the fixed population is 10,000. Though so irregularly built, the streets are simply charming, the principal ones having pretty tree-bordered streams running down the middle, with roadways on both sides. Nearly all the old houses are ugly, but there are several modern structures that are worthy of the place. The palace is a roomy old building situated in spacious, attractive grounds, and possesses a fine vegetable garden on Rua da Imperatriz, near one of the entrances, which is now showing signs that the season is near its end. The Emperor's illness just at this time has probably made the town just a shade quieter than usual. Then, too, the absence of the Princess Imperial, who is

fond of music and dancing and does much to promote these healthful physical exercises, is another cause for the unusual dullness of the present season. The hotels, however, are well filled and an empty house is difficult to find. Among the architectural attractions of the place are the partially completed foundations of a new cathedral and a miniature glass house, called a "crystal palace." The latter is built in the genuine crystal-palace style of architecture, but with the unexpected modification that it is usually hot enough inside to broil a beef-steak.

There are two regular daily events in Petropolis which may be called characteristics of the place—the evening drive, culminating at the station to see the train arrive, and an early morning procession of little tow-headed German girls with milk bottles in their arms. The first is purely ornamental; the second purely useful. There is no real society, because there are no Court receptions, few entertainments, and, apparently, no distinction between people of position and refinement and the *parvenus* and adventurers. Of course there are many pleasant, refined people in Petropolis, but they appear to go there for health and comfort rather than for society. A traveller might spend a week there very pleasantly, but when the walks and picturesque places were all exhausted, he would probably find life in Petropolis very wearisome and monotonous.

This letter, I fear, is too long for what it contains, but it is most interesting for what it does not contain. If I visit Petropolis again, I'll tell you something of the people who go there.

Sincerely thine,

PHILIP.

THE RIO GRANDE DO SUL RAILWAY COMPANY, LIMITED.

The directors of this company have lately held a meeting in London to complain that the Brazilian government, in rescinding their concession and offering a certain sum in liquidation of their services, have been proceeding in bad faith and attempting an act of confiscation. It is generally a matter of difficulty, for those who have not been connected with the conduct of transactions of this character, to form a just estimate of the disputes then arising, especially when they extend over a lengthy period of time; but, as the question is exceptionally simple, and the main facts accessible, it is easier to appreciate the value of the above charges.

According to the reports given of the meeting in the London *Railway Times* and *Money Market Review*, both of February 19th last, this company was formed and obtained its concession in 1881, for the construction of a railway from Caceres to Uruguaná, in the province of Rio Grande do Sul, under a guarantee of 6% on the required capital; the studies being effected in 1882, and the plans and estimates presented to the government in due course. But the company and the government had been unable to agree on the amount of the capital down to the end of 1884, when in accordance with the Law of September 3rd of that year, the company were requested to state on what terms they were disposed to abandon the concession. A special representative was sent to Rio to treat thereon in January, 1885, but was informed the government then desired construction; so negotiations for fixing the amount of the capital were resumed. On June 25th following, the government named the maximum sum on which they were prepared to give the guarantee, allowing the company 3 months to accept. On August 1st following, the company replied to this official despatch, objecting to the 3 months' notice, and urging their right to a larger amount of capital. "Such was the state of affairs at the end of 1885," says the chairman, "for the government did not enforce the limited period that had been announced as for ending the business, but the negotiations for agreeing and fixing the capital were carried on after the period of 3 months had expired." Early in 1886, however, Brazilian securities having greatly improved in the London market, the company found they could then accept the government estimate, so on February 25th they telegraphed their Rio representative to that effect, and received his wired reply of March 5th, that the "proposal was under consideration." Director of public works favorable." According to the chairman, the sum mentioned in the company's telegram was the sum they "had been informed, by their representative in Rio, that the government were prepared to increase their estimate to; but in order that there should be no mistake whatever in the matter, the company telegraphed" (on March 30th) "agreeing to accept the amount offered by the government to the company in the letter of June 25th, 1885, viz., 13,500,000\$." From February 25th, the date of the first acceptance by the company of the government estimate, and throughout the month of March, the company's representative was in continual communication with the government and under the impression that the bargain was concluded; till, on April 7th, he wired them that the concession had been cancelled.

Having cancelled the concession under the above circumstances, the government, on December 11th, 1886, offered a sum of about 125,000, in satisfaction of the company's claims, though more than 155,000 have been expended, and in respect of which they consider themselves fairly entitled to some 110,000. Such is an outline of the company's case, according to the reports referred to (the italics being here added).

The Brazilian official records present a rather different aspect of the affair. From a work on Brazilian railways, published last year by Sr. Ribeiro Passos Junior, it appears that this company presented four estimates of, in round figures, 22,892 contos, 17,625 contos, 16,516 contos, and 15,015 contos, respectively. A fifth is mentioned, but the figures are not given. On presentation of the sixth, for 16,516 contos, the following ministerial despatch of June 25th, 1885, was given: "Considering that this is the company's sixth estimate, that two others of lesser amount have been rejected, that the present one has already figured before as the third in the series and been rejected, the government declares they will only fix the capital according to the estimate definitively revised by this department, and allow the company a period of 3 months, which will not be extended, to say whether they accept or decline the said estimate."

In the report of the minister of agriculture of May, 1886, it is stated that, from November, 1882, when the company's plans and estimates were presented, down to just before the signature of the decree of reduction of March 27th, 1886, the company had presented various estimates, the first of which amounted to, in round numbers, 22,892 contos, the last to 13,693 contos; and that only after the said decree had been signed did they propose to accept the government estimate of 13,500 contos, which the government then declined to consider. Such is the official account of the question.

As already stated, the company's complaint is two-fold: first, that after they had agreed to the government estimate, the government refused to entertain it, and cancelled the concession—hence the bad faith; and, second, that whilst the company have a right to some 110,000, the government only propose to pay some 125,000—hence the attempted confiscation.

With regard to the former of these charges, a comparison of the London reports quoted with the above official documents shows that, between November, 1882, and June, 1885, the company had presented six estimates, ranging from 22,892 contos down to 15,015 contos; that by February 25th, 1886, they had got down to 13,732 contos; that, by March 27th, when the decree was signed, they had got as low as 13,693 contos; and that only on March 30th, after the decree was signed, did they wire out to Rio to accept the government estimate. It follows that the company's charge against the government is unfounded. It also becomes clear that, only by skillfully garbling the dates, figures and statements contained in the two reports referred to, could any plausibility be given to the charge. For, when they state: "From February 25th (1886) the date of the first acceptance by the company of the government estimate, and throughout the month of March, the company's representative was in continual communication with the government, and under the impression that the bargain was concluded;" the meaning obviously intended to be conveyed is that the official estimate, mentioned in the despatch of June 25th, 1885, had been accepted; (for otherwise the discussion is meaningless); while a glance at the figures given as telegraphed on February 25th shows it was simply another estimate the company were submitting; and the minister's report of May following shows figures, as quoted above, implying that yet another and still lower estimate had been presented after that of February 25th.

The company mention that they had endeavored to settle the amount by arbitration, which the government refused; and they admit that the concession contained no clause enabling them to insist on it. Nor are they able to charge the government with unjustly insisting on an insufficient amount of capital; inasmuch as they ultimately agreed to accept the official estimate, when convinced no more could be obtained, and as it is their chief complaint now that they are refused even that.

On the second part of the company's complaint: viz., the claim for a larger sum than the government offer of some 125,000 for liquidation of all liabilities arising out of the concession, the reports are rather less explicit, and they do not quite agree. According to the *Money Market Review*, the directors subscribed 155,000, for which they were to receive shares to the value of 16,500; according to the *Railway Times*, they subscribed 155,000, for which they were to receive 16,500 in shares. The directors in return seem to have been mainly that of having the studies of the line checked (the studies proper had been done by others before the concession was given) and of agreeing with the government on the capital. The former duty they commenced in June, 1882, and finished in November following, the latter they commenced in November, 1882, and can hardly be said to have finished yet. In the discharge of these duties, they say, over 155,000 have been spent; whilst the chairman "has been working for 6 years and has never received a farthing;" and "the consulting engineer, who all this time has been going through the estimates and endeavoring to meet the views of the government, has not received a farthing;" and many others are said to be in the same condition.

When it is considered that the chairman and consulting engineer on each occasion of "going through the estimates," in the endeavor "to meet the views of the government," have been lopping them down by the hundred thousand, till, at the end of 6 years, their fair proportions have been shorn of more than a million sterling, it must be allowed that these gentlemen have been having a sad time of it. It is bad enough to have to work for years without "getting a farthing" for it; but then most of those who have to do so are, at least, able to cheer their souls with lively hopes of the future. The unfortunate lot of these directors was, not only to work without present reward, but the work itself consisted of destroying future reward. Such trials are not for ordinary mortals to bear; so it is not surprising to find, from the *Money Market Review*, that "getting a farthing" for it, a major general, a noble lord, a member of parliament, a baronet and an honorable; nor is it surprising to observe that after a moderate amount of lamentation, their language soon rose to the loftier strains appropriate to superior personages. Thus, it was an "important advertisement" of the government of Brazil that first led them to tender for the concession; which was given them "in a

grave and solemn way," by the Emperor, who is "honoured of whom every one must speak with the greatest possible esteem and respect;" for, "in the words of Scripture, 'he loveth our nation!'" whilst his "empire is of enormous extent," and so on.

So the company are not without hope that the government may reconsider the matter, and allow them to construct the railway, now that they have heroically revised the estimates down to the official figure; or at least suitably indemnify their arduous labors of the last six years. It appears that in the measures to be employed to attain this end, every thing savoring of threats is to be carefully avoided; but it is not obscurely hinted that, should the *saufter in modo* arguments be ineffectual, they will know how to apply the remainder of that famous Latin line.

If no errors have occurred in the foregoing exposition of dates, figures and facts, it may be doubted whether the monarch "who loveth our nation" will feel that these gentlemen show as much appreciation of his affection as they would have him believe; or that justice requires his government to remunerate the unsuccessful exertions they are now hazarding—especially as it can hardly be obvious to him that their success would have materially benefited his subjects—or even that any impartial Englishman will feel that they have themselves displayed the integrity and good faith which, in unadorned and scriptural language, they recommend to the Brazilian government.

The proceedings here glanced at suggest further considerations, not only with regard to this company, but with regard to the relations between the government and foreign companies in Brazil generally. Should it be thought convenient, attempts may be made to handle them in future articles.

ALPHIA.

Rio de Janeiro, 26th March, 1887.

PROVINCIAL NOTES.

—The February receipts of the Pará custom house amounted to 75,745\$475.

—Italian residents in Polotas, Rio Grande do Sul, propose to organize a bank there, to be called "Banco Agricola Italiano."

—All the slaves in the municipality of Livramento, Rio Grande do Sul, have been freed. The two last were freed on March 4th.

—The French packet *Servie* entered at Santos on the 24th ult. with about 1,000 immigrants, mostly Italians, for the province of S. Paulo.

—A French company has been organized to work the gold mines at Paria, Minas Geraes. The capital is 1,800,000 francs and the head office is in Paris.

—The Mantos custom house receipts for the first half of the current fiscal year were 539,301\$, or 113,306\$ more than for the same time in the preceding year.

—There have thus far been 722 emancipations in the province of Sergipe at a total cost of 351,975\$ 437, to which the freedmen themselves contributed 34,695\$100.

—The *Junta de direito* at Campanha, Minas Geraes, has declared free 13 slaves which had been sold in contravention to a death-bed will, and because they were imported subsequent to the 1831 law.

—On the 13th ult., a furious storm accompanied by hail occurred at Bagé, Rio Grande do Sul. Houses were unroofed, windows broken, etc., and the damage done is estimated to reach 200,000\$.

—There was a hailstorm on Campo Grande way a week or two ago, which produced hailstones the size of hen's eggs—at least so says the local historian. It's singular that a man can never tell the truth about a hailstone!

—The net profit of lotteries to Ceará last year is estimated to have been 200,000\$, which was used to meet liabilities, and sufficed in equiptise expenses and revenue. The funded debt of the province is stated to be 250,000\$.

—The government has ordered the construction of a building at Ribeirão Preto, S. Paulo, for the accommodation of immigrants, the cost not to exceed 11,000\$. It is claimed that a large proportion of immigrants are destined for this region.

—The cotton crop in Ceará this season was one of the largest known, but the price, 400 rs. per kilo, was so low, that a large quantity was not marketed. High tariffs are blamed; and these tariffs also forbid the transport of cereals, etc.

—On the 3rd ult. the president of the province of Sergipe signed a contract with an individual for the drawing of 20 lotteries of 150,000\$ each, the net profits to go to public schools, pious institutions, etc. Does the end always justify the means?

—The town of Labrea, Amazonas, deserves embellishing. It has 8 houses and 24 cabins (*barraes*). The street cleaning has been contracted for at 10,000\$; the clearing of a cemetery 50 metres square for 1,000\$, 15 keroseene street lamps will cost 47,700\$ per annum for four years, and finally a doctor will cost 4,800\$. There are sundry other little expenses, such as gratifications and a proposed municipal chamber to cost 105,000\$, but where the money is to come from does not seem perfectly clear. Sant'Anna Nery might take this ambitious little town to the next Paris exhibition.

—The government has authorized an expenditure of 3,225\$667 in repairs to the *hospedaria* at the S. Bernardo colony near S. Paulo. This colony has been trying to make a living for a long time.

—According to the *Correio* of Cantagallo, Rio de Janeiro, a new danger is threatening the coffee plantations of that vicinity in the shape of an insect which penetrates the bean after gathering and eats out the softer parts.

This shows a falling off of 312,252\$428 in the short period, of two and a half months, which is certainly a serious matter for the province. Coffee production is slowly declining, and nothing seems to be taking its place.

—A S. Paulo correspondent of a daily local paper considers bull-fights "full of vile emotions, and proper to an audacious and valiant race." The bulls have "huttons" on their horns in Brazil, and are promptly taken away when they kick up their heels.

—In the municipality of S. Fideles, Rio de Janeiro, there is a man who claims to be 125 years old. He occupies himself in making canoes, and calls four-score odd men, boys. The item adds that he is of a cheerful disposition, but this seems hardly necessary.

—A Minas Geraes correspondent of the *Journal* states that a company is in process of organization to establish navigation on the Rios das Velhas, Paranaíba and other branches of the S. Francisco from the town of Sabará. The capital of the company is to be 800,000\$.

—The minister of agriculture on the 22nd ult., approved the purchase of two lighters to cost 6,400\$, and authorized the ordering of a galvanized iron tow-boat, a dredger, and three lighters to cost 24,130\$. All of this material is intended for the improvement of the port of Pernambuco.

—The receipts of the province of Rio Grande do Norte in 1876-77 were 439,947\$ and expenses 332,584\$, leaving a balance of 107,363\$, and the total debt was 187,436\$. For 1886-87 the receipts are estimated at 391,081\$ and expenses at 492,408\$ leaving a deficit of 101,327\$, and the debt of the province has increased to 224,468\$.

—The remains of a marble statue supposed to represent Mars has been recently unearthed near Mantos, Amazonas. It is described as being of the Greek school, and is considered a possible proof that civilized nations formerly resided on the Amazon. We trust that it will at once be sent down to the Museum so that Director L. Netto can tell what he knows about it.

—There was a pleasant little break in the monotonous round of Santos life on the 22nd ult., occasioned by the marriage of Mr. Walter Wright to Miss Fidele Bradley, the ceremony being performed by Rev. H. A. Howell, of São Paulo. There was an enjoyable little breakfast given by Mr. and Mrs. Heyland after the ceremony in honor of the event.

—The *Pianissimo*, of Niernethy, gives the following unfavorable comparison between the Rio de Janeiro provincial revenue receipts of this year and last year:

	1887	1886
January	84,337\$85	147,256\$766
February	23,722 194	228,834 570
March, to 14th	16,168 867	60,389 238
	124,228\$146	436,480\$576

—Complaints having been made to the minister of agriculture that some of the recently arrived Italian immigrants have not been able to find work in their regular occupations in S. Paulo, that a S. Paulo official has applied to the president of the province for information. And, we presume, that when a Italian peasant fails to find a pair of "boots" in S. Paulo, the minister will take that in kind also! Great Caesar! what a net-work of absurdities and puerilities this whole immigration business is!

—The other day a planter of Itapira, named Manoel Custodio dos Santos [or, Manoel Custodian of the Saints!] caught one of his slaves eating a piece of sugar cane. Punishment being threatened, which was always of the most savage description, the slave ran away, but subsequently returned. On presenting himself to his master he was first knocked about, then his four front upper teeth were wrenched out with a pair of pliers and the four lower ones were broken off by blows with the same instrument—and all by the hand of the master himself. The poor slave went to the police authorities and an investigation was made, but, as we all well know, nothing will be done.

—According to Santa Catharina alivices of the 12th ult., the steamer which trades between Laguna, Santa Catharina, and the north of the province, and which affords the only means of communication between some of these ports and the outer world, had been detained at Laguna since the 28th February because of the bad state of the bar. The steamer draws only 6 feet, which shows how bad the Laguna bar is. It is said that these delays are of frequent occurrence, to the great inconvenience and detriment of the local coasting trade. It is a wonder that the Laguna coal is not made at Imbituba, as there is direct rail communication between the two places, or that some effort is not made to improve the Laguna bar.

—A writer in the *Journal* of the 26th ult. states that the consumption of beef in the province of Minas Geraes reaches 281,445 head and that 145,438 head are exported per annum. Estimating therefore the annual increase at 20 per cent., the province would possess 2,134,165 head of horned cattle. It is interesting to note here that in all foreign statistics the pastoral industry of Brazil is ignored, for the very sufficient reason that no reliable statistics are obtainable. The writer we refer to takes it upon himself to state that Brazil possesses more horned cattle than any other North or South American country. In connection with this we will add that we have heard travellers assert that they have travelled hundreds of miles through interior Minas without getting a taste of beef.

RAILROAD NOTES

—The Paulista railway has been paying a dividend of 138,000 a share since the 28th ult.

—Traffic on the Mogyana extension between Batates and Franca was inaugurated on the 26th ult.

—The February traffic receipts of the Macaé and Campos railway were 108,131\$290. Expenses are not given.

—On the 11th ult. the Mogyana railway company was authorized to raise 1,100,000\$ of its guaranteed capital.

—The December traffic receipts of the D. Pedro II railway were 878,659\$509 and expenses 570,907\$190, leaving a balance of 307,752\$319.

—On the 26th ult. the government authorized the payment of 95,406\$ in the Mogyana railway, the balance of guaranteed interest for the last half of 1886.

—The *Progressor*, of Taubaté, São Paulo, says that the Sorocabana line is to be extended to that place. The contract for construction is now being prepared.

—Proposals are invited for the construction of a metre-gauge railway along the valley of the Rio Sapucahy, from a point on the Minas and Rio line to Poço de Caldas.

—The fiscal engineer of the Natal and Nova Cruz railway reports that the traffic receipts for the latter half of 1886 were 50,250\$880, and expenses 94,271\$961, leaving a deficit of 44,021\$081.

—The director of the D. Pedro II railway says the municipal councilmen and employes can not have free passages in special cars in the Sta. Cruz slaughter house, but animals destined to the zoological garden here are to be transported free.

—An agreement between the government and the Southern Brazilian Rio Grande do Sul company [Bagé to Cacequi] was signed on the 1st inst. which fixes the indemnity due the company for surveys, etc., at 20,000.

—A meeting of the shareholders of the Caraculo railway is called for to-day [4th] to discuss the possibility of some arrangement to be made with the creditors, or failing this to decide upon the manner of liquidating the company.

—The traffic receipts of the Rio Grande do Sul and Bagé railway in 1886 are stated to have been 659,290\$070, and expenses 612,728\$290, leaving a balance of 46,561\$780. This company has an interest guarantee of 7 per cent. on 13,521,000\$ capital.

—The department of agriculture has commissioned one of its employes to examine the documents in the Treasury relative to an exact understanding of the state railways, which it is thought will serve as a basis for the proposed transfer of these enterprises to private control.

—On the 19th ult. the president of the province of Rio de Janeiro advised the director of the provincial public works that the director of the Sta. Isabel do Rio Preto company is not legally organized and that interest guaranteed will not be paid pending the correction of this illegality.

—The December receipts of the Sorocabana line were 60,230\$400 and the expenses 38,110\$055, leaving a surplus of 30,920\$345. For the extension, the receipts were 17,565\$160 and the expenditures 7,450\$601, leaving a surplus of 10,108\$559.

—The *Estadão Times* of March 12th states that the Victoria and Rio Paulo railway, province of Espirito Santo, has through its agent, Mr. George Branson Trent, completed arrangements for raising the capital necessary for the construction of the line, and that work will be shortly commenced.

—Waggons are successfully competing with the Rio Grande do Sul railways also. A Pelotas paper states that from October to February inclusive 1,400 waggons had arrived and left there carrying goods to an estimated weight of 2,100 to 2,200 tons. It seems about time that the minister of agriculture should order the revision of tariffs in the south, as he has already done at the north.

—The directors of the Comle d'En railway have decided to divide 500 per share, or at the rate of 5 per cent. per annum for the six months ending 31st Dec. last.

—The half yearly meeting of the S. Carlos do Pinhal company was held at Rio Claro, São Paulo, on the 20th and 21st ult., on which occasion a dividend of 11\$300 per share was authorized for the half year ending 31st December last. In addition to other business, the company authorized the necessary expense for procuring the oil portraits of its first directors and three engineers—six persons in all. It would appear that the company is about to furnish a portrait gallery.

THE LEOPOLDINA RAILWAY.

The balance sheet of the Leopoldina railway dated 31st Dec. last shows the following liabilities:

Capital	20,000,000\$
Less uncollected	5,762,340\$
Subsidiary shares	3,219,200
	8,981,540

Reserve fund	11,018,460\$
Depreciation	158,702
Int. and salvator	243,615
Interest and dividends	3,533,075
Debitures	799,478

First series	3,219,200\$
Second do.	9,298,000
Third do.	2,518,600
União Mineira	309,600
Somiloma	11,000
Coll. debentures	4,387,550
	19,743,956

Banco Real e Hypo-	1,166,275
thean	1,296,043
Floating debt	
And assets:	

Trunk and Leopoldina branch	3,910,736\$
Catagayaz to S. Gerardo, extension	2,039,795
S. Gerardo to Itaboraí do	8,609,318
Muritiba branch	6,300,650
do do extension	1,085,016
Parapetings do	832,100
Somiloma do	1,382,374
Pinhal branch and Saranã exten.	2,050,674
Rio Novo branch	162,993
União Mineira, rolling stock, etc.	2,990,613
	30,037,270\$

Rolling stock	1,833,839
Real estate	63,211
Shops	575,255
Material on hand, sleepers, etc.	724,594
New works	201,741
Re-constructions	534,799
Priv. of Minas	486,295

In guarantee of the balance due the Banco Real the company had hypothecated 5,000 full paid shares and 2,000 debentures of the 2nd series, representing a par value of 1,400,000\$. Among the assets is an item of 838,799\$ "responsibility of the company for interest guarantee of 7 per cent. to the province" and 268,518\$ "freight paid under protest to the D. Pedro II railway."

LOCAL NOTES

—Comte de Rex, secretary of legation of Germany at this Court, has been decorated with the Order of the Rose.

—A city father objects to poisoning the vagrant cats, but wishes them killed by electricity. Would it not be well to smother them in roses?

—To celebrate the signing of the Constitution on the 25th ult., the police arrested 36 *capangas* and rowdies—and most probably released them all again.

—Owing to the state of the Emperor's health there was no reception held on the 25th ult., the anniversary of the signing of the Constitution.

—The minister of agriculture has authorized the gratuitous transportation over the D. Pedro II line of all animals destined for the Villa Isabel zoological gardens.

—On the 19th ult. the Military School here advertised for lenders to supply 1,000 dish-cloths, but perhaps some are used as "hills" for the more youthful students.

—The Supreme Court has refused Messrs. Duvierv & Co's appeal to claim damages from the government for the cancelling of the Cuyabana tramway concession.

—A violent squall with rain, and with hail in some sections of the city, visited us on the afternoon of the 25th. The duration was short but considerable damage was done to sky-lights, roofs, chimneys, etc.

—The little gunboat *Tratpe* seems to be a success. A Bahia paper states that it cost 800,000\$, of which 400,000\$ represent repairs. This addition to the navy was towed down from Bahia and will be here surveyed.

—The minister of agriculture has advised the president of S. Paulo that the passports of immigrants are to be furnished gratis. Where this will cause prejudice to the consulates the government will meet the expense.

—The Missões boundary commission tore itself away from us, lamenting, on the 27th ult.

—The *Paris Revue* copied nearly textually the report of the meeting of the Rio Grande do Sul railway and is severe on the Brazilian government. But Sr. Fernandes Pinheiro replies in so forcible a manner that public opinion in Paris is likely to be influenced.

—It is said that the minister of agriculture has resolved to purchase an open *apôtre* in the Companhia Geral de Seguros, to the amount of 600,000\$, to insure all material imported from Europe and the United States on account of the state after July 1st next.

—The cattle dealers of Minas Geraes appear to have organized a society to resist the demands of buyers at the Santa Cruz slaughter house. The organizers claim to have advanced prices from 50\$ to 72\$ per head, and this too without extra charge to the consumer.

—The bishop of Rio de Janeiro returned from a pastoral visit to the province of Espirito Santo on the 28th ult. Salutes were fired, a guard of honor was on duty and all the formalities were carried out, including the appropriation of a canon's watch and chain by an atheistic pick-pocket.

—The captain of the Messageries steamer *Giromé* has been made a *commandeur* of the Order of the Rose. If we remember aught Comte d'En and the Princess Imperial intended to go to Europe by this steamer, but did not. Can this be the reason for decorating Commander Minier?

—We see by a River Plate exchange that the eminent American preacher and writer, Rev. Henry Ward Beecher, died on the 8th ult. Had it been a little one-horse European prince, perhaps the Havas Agency would have given us the news. Another exchange tells us of the death of Capt. J. R. Fairs at Nassau on the 10th ult.

—The Emperor has resolved to defray the expense of procuring the photographic instruments for the Rio observatory for photographing the heavens according to the system followed by the Henry Brothers at Paris. The expense, dependent upon the sizes of instruments adopted at the forthcoming congress, it is thought will be about 44,000 francs.

—A new statistical authority has recently appeared in a Dr. Fariña, *demographista* of the sanitary inspector-general's office of this city. He gives the total mortality in the city during 1886 as 12,300 persons, and assuming a population of 400,000 [which is inexact] finds that the average death rate is 30.75 per thousand, which he claims to be less than the majority of European cities. He gives 1,015 as the number of deaths from yellow fever, and 2,077 from consumption.

—Instead of trying to properly administer the legitimate business of the municipality, the board of aldermen are now proposing to take the government of domestic servants in hand also. Two projects are now under consideration, requiring registration and all sorts of things on the part of servants. If the aldermen will attend to their own business, we have no doubt but what the families of this city will get along very comfortably in the management of their own private affairs.

—On the 24th the minister of empire informed the inspector-general of the port, telegraphing the same to the imperial legations at Montevideo and Buenos Aires, that in accordance with the opinion of the Superior Council of Public Health, no cargoes of jerked beef, or other "susceptible products," will be admitted from the River Plate until three months shall have elapsed, hence embarkation, after the imperial government shall consider the cholera epidemic extinct. This is just a little indefinite, as the government has yet to declare the epidemic at an end.

—The Brazilian minister in Montevideo has been officially informed that the three months period after cholera is declared extinct in Uruguay, after which jerked-beef may be exported to Brazilian ports, is to be counted not from the date when cholera is declared extinct by Uruguayan authorities, but from the date that the epidemic is declared extinct by Brazilian authorities. A very great difference and one that is of interest to Rio Grande do Sul. The Brazilian minister in Montevideo had accepted the date fixed by the Uruguayan government (Feb'y. 8th) and had informed Brazilian consuls to that effect.

—A contract was signed in the department of agriculture on the 24th ult. with Antonio Pedro da Costa Pinto for the introduction of 5,000 immigrants from northern Europe within the current year, all to be under 45 years of age except the heads of families. The government will pay 60 marks for each person over 12 years, 30 marks for those between 3 and 12 years, and 15 marks for those between 3 and 8 years, where the immigrant pays equal sums for passage. The contractor is obliged to introduce immigrants for rates not exceeding 120, 60 and 30 marks for the ages above given, not being permitted to charge more in cases where the government pays the full amount. The contractor is a "southern" is probably seeking to arrange a profitable speculation.

—The monitor *Salmões* has received 8 new boilers, furnished by Krupp at a cost of £7,300.

—The administrator of the Trapique Lazaretto, who was so badly burnt at the fire on the 22nd ult., died on the 24th. He declared his belief that the fire was not casual.

—The investigation of the great Custodio Billia will forgery case has been concluded by the police authorities. It required nine months, and it is said that the forgery is proved.

—At Paqueta burglars recently attacked a house and the resident very properly fired on them. The thieves retired, but "directed insults" to the resident and probably deeply hurt his "drios."

—The *Gazeta de Notícias* of the 27th ult., says the minister of empire had intimated to the Telefonica company to regulate its service, or its contract will be cancelled with that department.

—The Lampart & Holt str. *Donati* which left for Liverpool on the 23rd ult., returned to port on the following day with a broken shaft. The necessary repairs were effected at the marine arsenal.

—The clerk of the court of alms-houses has been suspended, because sundry *autos* have disappeared and because he illegally received some 2,000\$ belonging to the estate of a deceased person, which amount belonged to an absent heir.

—At the meeting of the Superior Council of Health on the 22nd, it was decided that jerked-beef from the River Plate might be granted entry if shipped not less than three months after cholera is declared extinct by the Brazilian government.

—By an imperial decree of the 19th ult. (No. 9733) the time for laying the D. Pedro II cable is extended six months more. The delay is caused by the French company, which is waiting for a subsidy for the line connecting the French islands of the West Indies.

—A man was arrested on the morning of the 26th ult. in the act of placing two infants in the wheel at the foundling asylum. If it be a crime to place children in the wheel, why not abolish the asylum? It would merely cause an increase in infanticide.

—It is gradually dawning on the Brazilian mind that perhaps it would be advisable to separate police and politics. There seems no doubt that most of the difficulty encountered by police authorities arises from this pernicious system of combining the two.

—Another steamship line has begun a regular service to South American ports—the "Gulf Line of Clyde and Mersey West Coast Packets." The service will be extended up the West Coast as far as Callao. Messrs. Wilson Sons & Co., Limited, are the agents at this port.

—The minister of agriculture has agreed with the contractors, Vincenzi & Son, to permit steamers bringing immigrants here destined to southern ports, to proceed to these ports of destination. This is an excellent idea, for it will save the expenses here, and 45 per cent. on the passages to southern ports.

—There was a heavy storm for a few minutes on the 25th, the result of which was great interruptions on the telephone lines of the city. These storms are sources of great consolation to the new *gerente*, as it gives him an excuse for bad service. Unhappily, a storm can not excuse the non-payment of accounts!

—Owing to the row in Nictherny caused by the vicar of a parish refusing to allow the celebration of a mass in thanksgiving for the recovery of the Emperor, on the 25th ult. *Nov* were held simultaneously in the same church, and at the conclusion the obstinate vicar was escorted home by the police, under hisses from the faithful.

—There were 2,234 immigrant arrivals (including all third-class passengers) at this port and at Ilha Grande during the month of February, of which 1,237 were Italians, 827 Portuguese, 72 Spanish, 30 Germans, and the remainder of diverse nationalities. During the same month 2,020 immigrants passed through for Santos, making a total of 4,254 arrivals in the empire. The departures [3rd class] for foreign ports in the same month were 514, leaving a net increase of 3,740 in the population of Brazil.

—An American exchange is very anxious to know what becomes of the pianos, as the United States alone manufactured 919,000 from 1790 to 1885 inclusive, and the output in 1886 was about 48,000. We can not say what becomes of the American pianos, but some years of personal experience in Brazil has given us a notion of what becomes of a great many invalid European pianos. They are polished up nicely and shipped to Brazil, where their jangling, discordant sounds are slowly but surely filling all the asylums, hospitals and poorhouses of the country with lunatics and hopeless invalids. These pianos have driven away all the wild animals and birds from the neighborhood of settled places, and they are probably much to blame for the pitiable demoralization into which the dogs and domestic fowls have fallen. Even a house full in up in Petropolis the other day — but we'll say no more!

5

2 days.

receipts last month were 30,395 brls. all American, against

MAR. 31.
RAHYBA--Nor lug *Pyxis*, 220 tons; Matheuson; 15 ds;
cotton-seed to Zenha, Ramos & Co.

.....	Oporto	19 Feb.
.....	Newport	..
.....

ARRIVALS OF FOREIGN VESSELS.

MARCH 23.		C. R. C. Company		Greenock		7 Mar.	
NEWPORT—Sweed ship <i>Semtor</i> <i>Wolke</i> ; 1076 tons; Winick;				Dramming <i>Sophia</i>		Cardiff	
41 ds; coal to D. Pedro II railway.				A. A. Sanchez		Baltimore 12 Feb.	
MARCH 24.				Amble		Antwerp ..	
CARDIFF—Nor bk <i>Prince Arthur</i> ; 997 tons; Hirsch; 52 ds;				Edith Mary		Hamburg ..	
coal to Norton, Megaw & Co.				Elida		Cardiff 31 Feb.	
MARCH 25.				Erminis		Cardiff 15 Feb.	
CARDIFF—Br bk <i>Nesador</i> ; 674 tons; Dumbor; 50 ds; coal to				Fairy Belle		Brunswick ..	
D. Pedro II railway.				Ferde		Saillaix River ..	
MARCH 27.				Greswick		Glasgow 22 Jan.	
BALTIMORE—Amer bk <i>Amy</i> ; 665 tons; Penfield; 48 ds; sun-				Gamsdel		New York 26 Feb.	
dries to Levering & Co				George E. Cavell		Rosario ..	
MARCH 28.				Gogh		Marseilles ..	
ST. THOMAS—Br lug L. M. Smith; 379 tons; Smith; 52 ds;				Hebe		Jersey *23 Feb.	
cargo ex <i>Signal</i> to Phipps Brothers & Co.				Holuig		Rosario ..	
MARCH 29.				Hettig Oscar Frederik		Brunswick 31 Jan.	
BALTIMORE—Amer bk <i>Sercus</i> ; 522 tons; Segeman; 44 ds;				Hermann Lehnkuhl		Cardiff 1 Mar.	
sundries to Levering & Co				Ida		Brunswick ..	
PENACOLA—Nor bk <i>Nor</i> ; 523 tons; Bucholdt; 68 ds; pine				Idun		Middlesboro 15 Feb.	
to order.				India		Liverpool 16 Feb.	
CARDIFF—Br bk <i>Springwood</i> ; 990 tons; Farber; 49 ds; coal				Jorgen		Hamburg ..	
to Messageries Maritimes.				J. F. Henderson		Rosario ..	
OKOTO—Port bk <i>Alexandre Herculano</i> ; 419 tons; Carvalho;				Keldin		Cardiff 24 Feb.	
44 ds; sundries to Veiga Pinto & Co.				Lady Elmhok		London 18 Feb.	
PORTO ALGRES—Port bk <i>Adella I</i> ; 178 tons; Correia; 21 ds;				Lofie		Pensola 16 Feb.	
sundries to order.				Livingstone		Newcastle 28 Feb.	
MARCH 31.				Langel		Newport 8 Mar.	
PARAHYBA—Nor lug <i>Pariz</i> ; 221 tons; Mathewson; 15 ds;				Mary		Hamburg ..	
cotton seed to Zenha, Ramos & Co.				Mary G. Reed		New York ..	
				Mangnada		Cardiff 27 Jan.	
				Mifruva		Brunswick ..	
				Marie Knyper		Marseilles ..	
				Marin Carvalhao		Oporto 10 Feb.	
				Myra Stewart		Newport ..	
				Musa Rose		Liverpool 9 Mar.	

DENOMINATION			INTEREST	NUMERICAL VALUE
100	100	100		

RAISSION		CALCULATION		APOLICE		DENOMINATION		INTEREST		ROMINAL PAIER		LAST SALL		LAST QUOTATIONS	
315,075,000 000	315,000,000 000	do	do	do	do	do	do	do	do	do	do	do	do	do	do
50,000,000 000	50,000,000 000	do	do	do	do	do	do	do	do	do	do	do	do	do	do
1,158,000 000	1,097,000 000	do	do	do	do	do	do	do	do	do	do	do	do	do	do
109,000 000	110,000 000	do	do	do	do	do	do	do	do	do	do	do	do	do	do
30,000,000 000	26,658,000 000	do	do	do	do	do	do	do	do	do	do	do	do	do	do
57,850,000 000	57,850,000 000	do	do	do	do	do	do	do	do	do	do	do	do	do	do
10,212,100 000	7,999,000 000	do	do	do	do	do	do	do	do	do	do	do	do	do	do
---	1,878,000 000	Brazil	do	do	do	do	do	do	do	do	do	do	do	do	do
---	2,691,000 000	Credito Real do Brazil	do	do	do	do	do	do	do	do	do	do	do	do	do
---	2,167,000 000	do gold	do	do	do	do	do	do	do	do	do	do	do	do	do
---	4,658,000 000	do do S. Paulo	do	do	do	do	do	do	do	do	do	do	do	do	do
---	6,055,000 000	Predial	do	do	do	do	do	do	do	do	do	do	do	do	do
HYPOTHECARY NOTES.															
---	1,878,000 000	Brazil	do	do	do	do	do	do	do	do	do	do	do	do	do
---	2,691,000 000	Credito Real do Brazil	do	do	do	do	do	do	do	do	do	do	do	do	do
---	2,167,000 000	do gold	do	do	do	do	do	do	do	do	do	do	do	do	do
---	4,658,000 000	do do S. Paulo	do	do	do	do	do	do	do	do	do	do	do	do	do
---	6,055,000 000	Predial	do	do	do	do	do	do	do	do	do	do	do	do	do
DEBENTURES AND SHARES.															
CAPITAL	SHARES	REMOVED	VALUE	PAID UP	NAMES	RESERVE FUND	LAST SALL	LAST DIVIDEND	AMT PAID	LAST QUOTATIONS					
500,000	2,500	All	2000	All	BANKS	---	---	---	---	---					
13,000,000	163,000	All	2000	All	Auxiliar	20,171 3/4	100 000	9 3/4	Jan. 1887	---					
12,000,000	60,000	30,000	2000	All	Brazil	6,701,003 813	200 000	9 3/4	Jan. 1887	250 000-260 000					
2,000,000	10,000	All	2000	60	Commercio Rio de Janeiro	1,777,491 510	200 000	9 3/4	Jan. 1887	231 000-232 000					
12,000,000	60,000	30,000	2000	All	do do S. Paulo	1,000,000 000	200 000	9 3/4	Jan. 1887	70 000					
20,000,000	100,000	10,000	2000	130	Commercio	1,607 881	75 000	2 000	Jan. 1887	---					
5,000,000	100,000	All	50	50	Credito Real do Brazil	1,000,000 000	200 000	9 3/4	Jan. 1887	---					
2,000,000	10,000	All	2000	100	delecedore	73,364 664	50 000	3 000	Jan. 1887	---					
5,000,000	50,000	All	50	50	do do S. Paulo	95,100 311	70 000	3 800	Jan. 1887	---					
20,000,000	100,000	All	2000	60	Engels Bank, Limited	5,500 960	100 000	7 000	Jan. 1887	---					
5,000,000	50,000	All	50	50	International Mercantile	1,000,000 000	100 000	8 000	Nov. 1886	---					
5,000,000	50,000	All	50	50	London and Brazilian, Limited	£ 250,000 000	55 500	10 000	Oct. 1886	55 500-56 000					
5,000,000	50,000	All	50	50	Predial	500,000 000	270 000	10 000	Jan. 1887	---					
8,000,000	40,000	All	700	40	Rural e Hypothecary	65 000	6 000	5 000	Jan. 1883	---					
1,000,000	5,000	All	700	40	Uniao de Creditos	\$425,494 040	115 000	3 000	Mar. 1887	---					
12,000,000	60,000	All	2000	20	Bahia e Minas	---	---	---	---	---					
6,000,000	---	---	2000	---	do debentures	---	---	---	---	---					
1,200,000	---	---	2000	---	Brasilia do	---	---	2 1/2	Oct. 1886	---					
10,000,000	50,000	20,000	2000	All	Campos e Carangos	184 000	8 000	8 000	Nov. 1886	---					
1,500,000	---	---	2000	---	do debentures	11,642 300	170 000	10 1/2	Nov. 1886	---					
1,000,000	5,000	All	2000	---	do debentures	---	26 000	---	Jan. 1887	160 000					
1,000,000	8,000	All	2000	---	Esposito Santo e Caueallas and Navigolium	---	---	---	---	---					
£ 70,000	---	£ 50	---	All	Itana debentures	9,717 140	435 000	1 000	Jan. 1887	---					
1,500,000	7,500	1,000	2000	All	Juz de Fica to Piaui	---	---	6 1/2	---	---					
1,300,000	---	---	2000	---	do debentures	---	---	---	---	---					
8,735,800	43,679	All	2000	All	Leopoldina	158,202 265	180 000	6 1/2	Jan. 1887	---					
15,356,410	56,321	All	2000	20	do 2nd series	---	116 000	6 000	Jan. 1887	111 000					
15,356,410	56,321	---	---	---	do debentures	---	---	---	---	---					
£ 492,600	---	£ 50	---	All	do debentures	---	---	---	---	---					
8,000,000	40,000	31,000	2000	All	Macalé e Campos	122,000 000	550 000	6 1/2	April 1887	---					
3,071,200	---	---	250	---	do debentures	---	---	---	---	---					
3,100,000	40,500	25,500	2000	All	Mogiana	78 7/8	200 000	3 1/2	April 1887	170 000-178 000					
970,000	---	---	2000	---	do debentures	167,258 166	283 500	12 000	Oct. 1886	540 000-570 000					
1,000,000	---	---	2000	---	do debentures	---	204 000	8 1/2	Jan. 1887	---					
1,200,000	6,000	1,350	2000	All	Noite debentures	---	128 000	10 000	Jan. 1887	---					
4,400,000	---	---	2000	---	Prado e Minas	8,717 036	160 000	3 000	Jan. 1887	---					
5,500,000	37,500	12,500	2000	All	Principe do Guio Para	20,903 400	181 000	7 1/2	April 1887	---					
---	---	---	100	---	do subsidiary	---	205 000	7 000	Jan. 1887	---					
1,030,000	---	---	100	---	do debentures	---	15 000	---	---	---					
1,029,800	---	---	100	---	do do	---	955 1/2	7 1/2	Jan. 1887	---					
810,000	1,000	---	2000	All	Ramal Baunilheira	---	108 000	6 1/2	April 1887	---					
---	---	---	2000	---	do debentures	---	---	---	---	---					
1,800,000	19,000	6,984	2000	All	S. Leobal de Rio Preto	471 493	50 000	9 1/2	Jan. 1887	---					
1,600,000	---	---	2000	---	do debentures	---	192 000	7 1/2	May 1887	---					
£ 140,000	---	£ 50	---	---	do debentures	---	480 000	6 1/2	May 1887	---					
1,000,000	---	---	2000	---	Santo Antonio de Palmito debentures	---	300 000	8 1/2	Jan. 1887	---					
10,665,000	13,325	19,000	2000	All	S. Paulo Rio de Janeiro	---	145 000	6 000	Mar. 1887	---					
---	---	---	2000	---	do subsidiary	---	155 000	---	---	---					
7,200,000	36,000	23,591	2000	All	Srocabana	---	23 000	---	---	---					
1,000,000	---	---	2000	---	do debentures	---	72 000	6 1/2	Dec. 1886	60 70-62 1/2					
1,000,000	8,000	5,333	2000	All	Uniao Valenciana	16,930 775	500 000	6 1/2	Dec. 1886	---					
---	---	---	2000	---	do debentures	---	80 000	6 1/2	Feb. 1887	---					
4,500,000	27,000	All	2000	All	Carris Uchuan	80,648 825	475 000	5 000	Jan. 1887	---					
453,500	---	---	100	---	do debentures	---	250 000	6 1/2	Jan. 1887	---					
825,750	---	---	100	---	do do	---	105 1/2	7 1/2	Jan. 1887	---					
10,000,000	50,000	All	2000	All	Jardim Botânico	150,000 000	113 000	3 500	Jan. 1887	130 000					
1,000,000	5,000	All	2000	All	Niteroi	---	182 000	8 000	Jan. 1887	---					
---	---	---	2000	---	do debentures	---	204 000	8 1/2	Jan. 1887	---					
1,200,000	6,000	All	2000	All	Pernambuco	71,289 519	120 000	6 000	Jan. 1887	195 000					
360,000	---	---	2000	---	do debentures	---	91 1/2	7 1/2	April 1887	---					
2,000,000	20,000	All	2000	All	P. do Alegre	10,000 000	100 000	4 000	Feb. 1887	---					
230,000	---	---	2000	All	S. Christovao	506,801 565	268 000	8 000	Jan. 1887	---					
5,300,000	19,500	All	2000	All	S. Paulo e S. Anna debentures	---	195 000	8 000	Jan. 1887	---					
---	---	---	2000	---	Vila Lidel	12,018 230	200 000	3 500	Jan. 1887	---					
RAVIAHON SHARS															
£ 71,500	50,000	10,410	£ 15	All	Amazon Steam Navigation	£ 60 775	80 000	6 5	July 1886	---					
5,000,000	25,000	All	100	All	Brazilia de Navegao	1,559,499 778	280 000	7 000	Jan. 1887	---					
---	---	---	100	---	do debentures	---	---	---	---	---					
4,000,000	20,000	16,000	2000	All	Nacional de Navegao	4,795 900	183 000	5 000	Mar. 1887	---					
---	---	---	2000	---	do 2nd series	---	---	---	---	---					
800,000	4,000	2,500	2000	All	Parafusa	57,121 970	60 000	7 500	May 1886	---					
275,000	---	---	2000	---	do debentures	---	215 000	8 1/2	Jan. 1887	---					
INSURANCE															
4,000,000	20,000	19,000	2000	20	Albania	44,641 950	30 000	2 000	Jan. 1887	28 000-30 000					
3,000,000	3,000	All	1,000	250	Argos Fluviace	100,000 000	520 000	30 000	Jan. 1887	---					
2,000,000	20,000	All	100	10	Atalaya	---	11 500	---	---	10 500-11 000					
2,000,000	10,000	All	200	70	Bomanga	---	100 000	4 000	Jan. 1887	20 000-60 000					
4,000,000	40,000	10,000	2000	20	Confianca	200,000 000	38 000	4 000	Jan. 1887	---					
5,000,000	8,000	4,000	1,000	135	Fidelidade	270,000 000	270 000	10 000	Jan. 1887	---					
2,500,000	2,500	1,000	1,000	100	Genoa	260,500 000	210 000	14 000	Jan. 1887	---					
2,000,000	18,000	All	70	90	Integridade	31,571 584	30 000	4 000	Jan. 1887	45 000-49 000					
3,000,000	8,000	1,000	1,000	100	Integridade	310,000 000	150 000	10 000	Jan. 1887	---					
1,000,000	10,000	100	100	10	Lendite	---	15 000	---	---	11 000-12 000					
4,000,000	20,000	10,000	2000	20	Pentateuco	24,571 217	3 000	5 000	Jan. 1887	---					
25,000,000	17,500	2000	50	50	Previdente	205,000 000	64 000	5 000	Jan. 1887	---					
5,000,000	20,000	All	100	10	Vigilancia	---	14 000	---	---	---					
MARCO SHARS															
133,800	---	---	2000	---	Agencia de Campos debentures	---	96 1/2	9 1/2	Feb. 1886	---					
300,000	1,500	1,450	2000	All	Alcay	---	£50 000	---	---	---					
144,600	---	---	2000	---	do debentures	---	---	---	---	---					
300,000	---	---	2000	---	Brasilia debentures	---	85 1/2	7 1/2	Dec. 1886	---					
250,000	---	---	2000	---	Lorenz debentures	---	---	---	---	---					
250,000	---	---	2000	---	Pinacola debentures	---	---	---	---	---					
300,000	---	---	2000	---	Peto Felo debentures	---	---	8 1/2	April 1887	---					
800,200	---	---	2000	---	Peto Real debentures	23,975 507	---	6 1/2	Jan. 1887	---					
1,200,000	3,500	All	2000	---	Pureza debentures	---	200 000	8 1/2	Jan. 1887	---					
200,000	---	---	2000	---	Quisama	134,810 600	208 000	8 1/2	Nov. 1886	---					
800,000	1,000	All	2000	---	Rio Branco	1,415 284	100 000	4 000	Jan. 1887	---					
GAS COMPANIES															
£ 75,000	2,000	All	£ 10	All	Niteroi	---	41 000	4 1/2	Nov. 1886	---					
£ 11,000,000	12,000	All	£ 50	All	Societe du Gas	---	240 000	---	---	---					
RINIS															
1,200,000	6,000	All	2000	All	Arnold des Rats (gold)	---	61 1/2	8 1/2	Nov. 1886	---					
1,170,100	---	---													

Shipping.

THOMAS NORTON'S
OLD REGULAR LINE OF SAILING PACKETS
BETWEEN THE
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April Departures:

To New York.

[Every Saturday]

Sirius..... April 2nd
Humboldt (Loading also in Santos)... 9th
Tycho Brahe..... 16th
Nasmyth (Loading also in Santos)... 23rd
Others..... 30th

Extra steamers as may be needed.

To Southampton:

Temporarily suspended on account of quarantine restrictions.

For Other Ports:

Plata New Orleans..... April 9th

To Rio Grande Ports:

Cavour..... Every
Chatham..... Wednesday
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Under contracts with the British and Brazilian Governments for carrying the mails.

TABLE OF DEPARTURES,
1887

Date	Steamer	Destination
April 9	Tamar	Southampton and Antwerp, calling at Bahia, Mucio, Pernambuco, Lisbon and Vigo.
" 17	Trent	Santos.
" 30	La Plata	Montevideo and Buenos Ayres.

This steamer has lately undergone several alterations and is supplied with the Electric Light.

This Company's steamers leave Southampton on the 9th and 24th of every month and arrive in Rio de Janeiro on the 28th and 16th, the former proceeding to the River Plate after the necessary delay. The latter stops at Santos and returns, calling at Brazilian ports.

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CARRYING THE U. S. AND BRAZILIAN MAELS

SAILINGS FOR NEW YORK
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ALLIANCE, Capt. Beers, 6th June.

The fine packet

ADVANCE,

will sail 20th April at 10 a. m. for

NEW YORK

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Bahia, Pernambuco, Maranhão,

(entering the two last named ports)

Pará, Barbados and St. Thomas

Reduced Passages

To	Liverpool	cash	sterling	gold
"	New York	\$220	\$148	\$78 "
"	" & back...	\$280		" "

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OF
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HEAD OFFICE IN LONDON

BRANCHES:

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Ditto, paid up..... 500,000
Reserve fund..... £ 190,000

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and transacts every description of Banking business.

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BANK, LIMITED.

HEAD OFFICE: LONDON

BRANCHES:

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RIO GRANDE DO SUL, PELOTAS, MONTEVIDEO,
AND NEW YORK.

Capital..... £ 1,000,000
Capital paid up..... 500,000
Reserve fund..... £ 250,000

Draws on:

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LONDON,

Messrs. MALLET FRÈRES & Co.,

PARIS,

Messrs. J. H. SCHRÖDER & Co.,

HAMBURG,

BANCO INTERNACIONAL
DO BRAZIL.

22, Rua da Alfandega, 22

Capital..... 20,000,000\$000

President..... Managing Director
Visconde de Figueiredo..... Edward Herdman, Esq

This bank draws on

Messrs. N. M. Rothschild & Sons—London

Messrs. De Rothschild Frères—Paris

Deutsche Bank..... Hamburg

Berlin

Bremen

Frankfurt of Main

Banque d'Anvers..... Antwerp

Rome

Genoa

Naples

Milan

and other Italian cities

Banca Generale, and agencies...... Madrid

Barcelona

Cadix

Malaga

Tarragona

Valencia

and other cities in Spain and the Canary Islands

Banco Hipotecario de España, and agencies...... Lisbon

Oporto

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Banco de Portugal, and agencies...... Buenos Ayres

Montevideo

English Bank of the River Plate, Limited..... New York

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buys foreign exchange on all points. Grants letters of credit for travellers and for commercial purposes. Receives consignments of coffee and other produce for shipment, and advances on same as agreed upon. Advances made on coffee and other merchandise in accordance with the statutes of the Bank, and transacts every description of banking business.

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Ship Chandlers and Commission Merchants.

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THE RIO NEWS

Published three times a month for the American and European mails.

The Rio News was established under its present title and management on the 1st of April, 1879, succeeding the *British and American Mail*. The style, title and frequency of issue were changed at the time of transfer, the designations of number and volume were continued. At the beginning of 1881 the style of the publication was still further changed by an increase from four to eight pages, and a diminution in the size of the paper. This change not only largely increased the size of the publication, but it added greatly to its convenience for office and reference use.

The policy adopted by THE NEWS at the outset was that of strict independence and impartiality. The editors had well-grounded convictions on political and economic questions, and as they believed that all such questions had a direct or indirect influence on commercial and financial enterprises they decided to discuss them just as far as their relative importance made it desirable. In this line of policy THE NEWS has been successful even beyond all expectation.

With the beginning of its 13th volume (January, 1886) the editors feel themselves warranted in calling attention to the uniform and general satisfaction with which their policy and management have thus far been received, and in advising their patrons that no deviation whatever from them will be made. THE NEWS will seek to keep its readers fully and accurately informed on all commercial questions, and upon all matters of Brazilian news or policy which may have more or less bearing upon any and all enterprises and investments. In its discussions it will treat every question frankly, and for the opinions expressed the editors will hold themselves personally responsible. In its news columns it will seek to keep its readers fully informed on all matters and occurrences throughout Brazil.

In addition to a large circulation in the United States and Europe, where its commercial reports are much appreciated, THE NEWS has a wide circulation throughout Brazil, thus making the paper a valuable advertising medium. The rates charged are 15¢ per inch per quarter, with a reduction of 20% for additional space and time.

TERMS:

One year's subscription..... 20\$000
English and American subscriptions..... £ 2 or \$10
All subscriptions should run with the calendar year.

BUSINESS AND EDITORIAL ROOMS:

79, Rua Sete de Setembro.

POST-OFFICE ADDRESS:—Caixa no Correio, A.

TYP. ALDEIA, 79, Sete de Setembro.